

THE PANIC ON THE BRIDGE.

AS TO ITS CAUSE AND THE BEST PRECAUTIONS FOR THE FUTURE.

Opinions of the Bridge Authorities and Mayor Low and Edison—The Condition of the Injured—Arrangements for Burying the Dead—Yesterday's Traffic on the Bridge.

The managers of the New York and Brooklyn Bridge took precautions yesterday against the occurrence of a disaster similar to that of Wednesday. No alterations were made on the bridge itself, nor was the force of policemen increased; but, instead of allowing crowds to gather along the footway, all were kept moving. The line going east was kept on the south side of the way, and that going west on the north side. Special care was taken to keep the stairs clear. Two New York policemen were detailed to stand at the head of the stairs where the accident occurred. At the foot of the stairs were two bridge policemen, one in ordinary clothing and one in uniform. The gaps in the fence next to the steps, where two sections of the iron railings had been removed, were closed with heavy planks. At the steps the Brooklyn side, which are exactly similar to those on the New York side, only one man was in charge. He was a small man and not in uniform. A bridge policeman was on each of the tower platforms, one was in the centre of the bridge, and one between the centre and each tower. Other bridge policemen, some in uniforms and some not, were at the gate house and along the anchorages. Altogether there were 22 bridge policemen on duty, of whom about 12 were of the regular force and in uniform. The others were car conductors and other bridge employees with badges.

At the New York end all but two of the entrances for foot passengers were barred. Engineers Martin directed that if the crowd should make more entrances necessary the gate box on the southern side of the entrance should be used. The path passing through this entrance leads down a flight of steps to the south roadway. Mr. Martin further directed that, if the way became crowded, two sections of the iron railings should be removed near the foot of the steps on the New York anchorage. At no time was the crowd greater than the two faretrains could readily accommodate. The greatest number of foot passengers was at 4 o'clock in the evening, when they went through, by actual count, at the rate of 90 a minute. This lasted for less than an hour. At that time there were very few persons coming from Brooklyn. Even then, though the north side of the footpath was almost entirely unoccupied, the police kept the eastward travel on the south side. The gate keepers said that the number of foot passengers was about the same as on last Monday, when 72,296 persons on foot were admitted. A comparison of the travel on the day of the accident with that on other days shows that, in the following week, there were 56,648 passengers on June 25; Sunday, 163,984; Saturday, 95,712; and on Friday, the day upon which the structure was damaged, 100,436. The total for June 24, A.M., to P.M., was 100,436, while there were 29 passengers admitted to the promenade, and from 4 P.M. to midnight there were 27,480 persons on foot admitted. A comparison of the travel on the day of the accident with that on other days shows that the structure, even after the accident had occurred, admitted many more persons than it did on the day of the accident.

Mr. Stranahan said yesterday that the question of legal responsibility for the accident was referred to him, and that the board of trustees could not be held responsible, but the trustees would seek legal advice. **MAYOR LOW AND MARY EDISON ON THE ACCIDENT.** Mayor Low of Brooklyn said: "It seems to me that the police force is to blame. There was no obstruction in the promenade, and the trustees or the cities could not be held responsible for leaving its origin in the passengers themselves."

Sixty of the injured remained in the Chambers Street Hospital, and 12 others were at St. Vincent's Hospital, aged 12 years, of 232 Clinton street. George O'Donnell, aged 12 years, of 232 Clinton street; Mattie O'Byrne, aged 11 years, of 88 Laight street; Mattie O'Byrne, aged 11 years, of 257 Clinton street; John J. Murphy, aged 12 years, of 234 Clinton street; John J. Murphy, aged 13 years, of 234 West Houston street; Edie Regan, aged 7 years, of 62 Horatio street; and Mrs. John J. Murphy, aged 40 years, of 32 West Houston street. All of the boy that lay in the Chambers Street Hospital unidentified on Wednesday night was identified yesterday morning as that of Josephine Cullen, of 180 South Eighth street, Williamsburg. She was the wife of Henry Cullen, and was 14 years old. She attended the public school in South Fourth street, Eighth Avenue, and the Second Street School. Her husband is a school teacher. His funeral will take place on Saturday at 2 P.M. from his father's home.

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They were all reported last evening as doing as well as could be expected. Mattie O'Byrne seemed to be suffering most; but it was noted that she still recovers rapidly. Her condition was with her all day. Information as to the injuries of the patients was refused, and the entire case was left to the medical men. It is very difficult to say what Mattie O'Byrne was unconscious till late on Wednesday afternoon, when she opened her eyes and asked for water. She was then conscious, but still unconscious, and was killed. It is said that both the little girl's legs and her right arm are fractured. She is dead and her wounded were taken from the operating room, and were found lying over Mattie, and still clasping her hand.

Mrs. Charles Vogeler is suffering from a bad cold, which she has had since her birth, and says that he will begin to recover.

There is an entry on the book of the Chambers Street Hospital, under the treatment of an infant whose name is not known, and who was brought to the hospital first of all those injured.

The parents of Charles Eberwein, who was one of the two cities, there is one incident reported that deserves consideration. I refer to the fact that he was driving a team of horses, and accumulating, went to the gates and warned the gatekeepers to desist selling tickets until he received word that he had been released, and the gatekeepers refused to do so, and without orders from Mr. Martin. This, it seems to me, shows a conflict of jurisdiction between the two cities, and the accident had been under control of the city authorities.

Superintendent Martin yesterday gave instructions to have a thorough inquiry into the management of the bridge, and the duty of making the new appointments falls upon the Mayor, the Comptroller, and Auditor of the City, and upon the Aldermen of this city, and upon the Mayor, Comptroller, and Auditor of Brooklyn. It is probable that the eight Brooklyn trustees, viz., W. H. D. Hart, W. H. Hart, W. H. Hart, S. S. Stratton, Alfred C. Barnes, Alden S. Swan, Otto Witte, and James Howell, will be appointed.

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